

**New Forest National Park  
Local Plan Examination**

Hearing Session - Tuesday 6<sup>th</sup> November 2018 (9.30am)

Matter 2 – The duty to Co-Operate

Questions 2.16, 2.17 and 2.18

Hearing Statement on behalf of:

**Associated British Ports (Port of Southampton)  
(Respondent Reference 162)**

Statement Prepared by  
Adams Hendry Consulting Ltd

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# NFNPA LOCAL PLAN EXAMINATION – ABP (REF 162) MATTER 2 STATEMENT

## New Forest National Park Authority - Local Plan Examination

### Matter 2 – Duty to Co-Operate

#### Questions 2.16. 2.17 and 2.18

##### Introduction

- 1.1 This statement should be read alongside Associated British Ports (ABP's) Representations and also its other Examination Statement that has been submitted in respect of Matter 3.
- 1.2 ABP is the owner and operator of the Port of Southampton and also the Statutory Harbour Authority for the Port of Southampton Statutory Harbour Area – the boundary of which overlaps with the New Forest National Park in certain locations.
- 1.3 The Port of Southampton is a major international deep-sea port of significant global importance that makes a vital contribution to the national, regional and local economy. The Port of Southampton and its customers contribute significantly to both the local and national economies, supporting in the order of 15,000 jobs regionally and generating in the order of £2.5bn to the UK economy every year.
- 1.4 The Port is the UK's biggest export port, with over £40bn of UK manufactured goods exported from Southampton each year – 90% of these goods are exported outside the EU. Around 900,000 cars passed through the Port in 2017, 60% of these for export. The Port is also the UK's most efficient container port and around 40% of the containers arriving in the Port continue their journey by rail - higher than any other UK port. The Port is also home to the UK cruise industry, with around 500 cruise ship calls a year, and over 3.4 million passengers use the Red Funnel Isle of Wight ferry service every year. In addition, the wider statutory port area also contains the marine access to one of the UK's largest petrochemical refineries at Fawley.
- 1.5 In addition to land within the port estate on the Southampton (eastern) side of the River Test / Southampton Water, ABP also owns three areas of land on the New Forest (western side) of the River Test / Southampton Water, namely:
  - Eling Wharf in Totton – an existing active employment site located fully within New Forest District;
  - Marchwood and Cracknore Industrial Parks – existing and active employment sites located fully within New Forest District; and
  - a Strategic Land Reserve, often referred to as 'Dibden Bay' - held for the future expansion of the Port of Southampton and located partly within New Forest District and partly within the New Forest National Park.

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- 1.6 Further details of these factual matters are set out in Chapters 1 and 2 of the emerging Port Master Plan (CD49) – albeit that it should be noted that the emerging Master Plan (CD49) was produced prior to ABP’s acquisition of the Eling Wharf site.
- 1.7 The history of the Port of Southampton is one of continual redevelopment of land coupled with intensification in the use of land in response to changing shipping and customer requirements as well as the growth in trade. During the last ten to twenty years or so, the following objectives have guided ABP’s approach to land use within the existing Port estate:
- (i) The removal of non-port related land uses;
  - (ii) Land increasingly being allocated to the Port’s key roles;
  - (iii) Intensification of existing port related land uses, and
  - (iv) Increasing specialisation in port related land use.
- 1.8 Although ABP is continuing to seek to implement these objectives where it is able, there is a recognition that the existing Port is effectively nearing its capacity. As such, ABP are currently undertaking research and studies into how the Port can accommodate predicted throughput and demand. This inevitably involves consideration of potential development of the Port’s Strategic Land Reserve on the western side of the River Test / Southampton Water.
- 1.9 The majority of the Strategic Land Reserve consists of land reclaimed from the River Test / Southampton Water. The area was purchased in the 1960s, in a partly reclaimed state, by ABP’s predecessor – the British Transport Docks Board – with the sanction of the government of the day. Reclamation was completed, and the land has then been held since that time as the Port’s strategic land reserve. Additional parcels of land to the rear of the reclaim have been subsequently purchased over time.
- 1.10 At paragraph 2.16 and paragraphs 4.11 to 4.14, the emerging NFNPA Local Plan (CD01), amongst other things, recognises and acknowledges the significance of the major international gateway Port of Southampton, and also that the Strategic Land Reserve is the only area of land physically capable of accommodating significant expansion of the Port.
- 1.11 ABP welcomes and supports this recognition, but has some suggestions concerning the precise wording of certain limited elements of the plan, matters which are addressed in the Representations and Hearing Statements Submitted.
- 1.12 Against this contextual background, ABP now respond to the specific questions of relevance to its representations raised under Matter 2

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### **Response to Question 2.16 – “What are the other strategic matters and particular issues, for example, Dibden Bay or other site allocations?”**

- 1.13 ABP agrees that the potential future development of its Strategic Land Reserve (Dibden Bay) is a strategic matter which the NFNPA Local Plan has to address. As already indicated and having regard to the fact that the majority of the Strategic Land Reserve is located outside of the New Forest National Park, ABP considers that the general approach which is taken in the emerging plan to this issue is appropriate.
- 1.14 ABP, however, has some suggestions in respect of the precise wording used in the emerging plan in respect of this strategic matter (provided in paragraphs 2.16 and 4.11 to 4.16). As explained in ABP’s representations, whilst the wording provided may be factually correct, it provides only a partial picture. It could, therefore, be argued that the position set out in the plan does not fully reflect the available evidence.
- 1.15 The wording currently used could also be said to not fully embrace the principles of a positive, proactive and supportive approach to meeting development needs and responding to opportunities for growth that are set out within the National Planning Policy Framework (CD25). It could also be said that the wording does not yet fully reflect national policy.
- 1.16 Details of the minor changes ABP suggests are made to these paragraphs of text are set out in its representations and are not repeated here.

### **Response to Question 2.17 and 2.18 – “Who has the Authority engaged with? When did this engagement begin, has it been active and ongoing and what form has it taken?”**

**and**

### **“In overall terms has the Authority engaged constructively? What has been the outcome of co-operation and how has this addressed the issue?”**

- 1.17 ABP did not raise an objection in its representations relating to the duty to co-operate. ABP also recognises that it is not a prescribed body with whom the NFNPA are required to co-operate under section 33A of the Planning and Compulsory Purchase Act 2004. ABP recognises, therefore, that questions 2.17 and 2.18 are not primarily questions for it to provide an answer to.
- 1.18 However, with a view to assisting the examination process, set out below is a summary of the engagement which ABP has had with the NFNPA authority in respect of matters relating to the future growth and development of the international gateway Port of Southampton. This engagement is in addition to ABP’s involvement in previous NFNP development plan processes.

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- (i) Consultation on all stages of the emerging NFNPA emerging local plan;
- (ii) Various meetings and briefings between ABP and the NFNPA;
- (iii) Consultation with the NFNPA on the emerging Port of Southampton Master Plan, and
- (iv) Various meetings and engagement between ABP, the NFNPA and other parties in respect of the development of a 'Waterside Economic Prospectus' – and initiative involving key landowners, decision makers and stakeholders along the Waterside aimed at explaining and informing a strategy for this key area.

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